

**Questions & Answers VI**  
**To**  
**Solicitation Number DAMT01-03-R-0047**

( Questions 1-7 are in reference to Q&A II posted on MTMC web-site)

1. In QAII, question 40 deals with what constitutes a POD. The answer to the question is missing. Does the hard copy POD have to identify every TCN, or only the LTCN?

Answer. Every TCN must be accounted for within the LTCN POD.

2. The Governments answer to question 43 suggests that only RDO freight from certain sites would be picked and held without a directive, and then transported when a directive is generated. Currently, the contractor must do that for any RDO freight picked up, especially at other high volume sites. Is the government changing the existing requirement to limit the requirement to hold freight pending directive from only the sites listed in the answer?

Answer. No, the requirement is not changing. Other than the sites listed, no other sites are currently performing a daily pick up of RDO freight.

3. The Government's answer to question 43(d) states that the Contractor does not need to open boxes to verify interior quantities. The question asked did not suggest that. Rather, there is an existing requirement to report to quantity of assets picked up relating to a directive. This quantity is noted on either 1) the label on the exterior of the box, or 2) on an attached manifest. A box may, and often does, have multiple quantities inside it. For example, a directive may call for 10 quantity of an asset to be picked up. That quantity may be packed on 3 boxes, two with 3 quantity inside, one with 4. Often not all the quantity is shipped the same day (i.e., 2 boxes, 6 quantity is shipped on day 1, 1 box with 4 quantity is shipped on a later day). The Contractor is required to report the quantity, not the number of boxes, each day relating to a specific directive. When the remaining quantity is shipped, a new directive must be generated before the Contractor can transport it (although the Contractor is supposed to pick it up and hold it until the directive is issued). Will this process still be required?

Answer. Yes, this process will still be required. The carrier must submit the NQ transaction and the system automatically generates a PUD with a Sub Number.

4. The answer to question 45 says that the Government will send the AORS LTCN relating to a PUD via a web site, or by fax. Currently, the government produces a file with is transferred by FTP. Since there are hundreds of these records each day, and manual update of the information is very cumbersome, will this transfer continue?

Answer. Yes, it will continue. The LTCN is from the PUD, not from AORS.

5. The answer to question 56(b) give volumes involved with local delivery that are included in Schedule B, but will not be separated charged. Bases on our experience, these numbers are

significantly understated, by as much as 70 percent. Could the Government please review this data?

Answer. These volumes represent only those shipments delivered within the local areas. Volumes for shipments picked up within the local areas are shown separately in Volume 2, Question #7. The "rate per day" shown in Schedule B shall include shipments both picked up and delivered within the local areas. Appendix "E" provides locations and frequencies for each site, and equipment currently used for each site has also been provided.

6. Question 88 dealt with Fuel Surcharge. The answer discussed Linehaul charges. This work does not have linehaul charges, but shipment charges for door to door transportation. Will fuel surcharges be applicable to the rates under this RFP?

Answer. Yes, fuel surcharges will be applicable to the rates under this RFP.

7. In Questions and Answers II - # 28 ...Concerning the equipment listed - are these pool requirements or live loads? Also the original question asks for equipment information at the Hubs and Nodes but you only list East Coast locations. Do you have this data for the other locations?

Answer. The equipment listed was that which is used by the current carrier. This information was provided to give the contractor an idea of the types of equipment that may be required at any given time. While there is no "pool" required, carrier is expected to have appropriate equipment available to meet the requirements. The data given was for East Coast only, as there is no requirements for the contractor to provide local pickup and delivery for the West Coast.

8. Why has the Government included the Wage Rate data sheet on the MTMC website under the ATAC solicitation? Is this intended as a condition, for contractors (shippers), wage requirement for contractor employees?

Answer. A wage rate is the minimum that a contractor has to pay its employee unless there is a Collective Bargaining Agreement (CBA).

9. In Schedule B (pricing) - you ask for a "rate per day" for pick up and delivery for Norfolk, NAS Oceana and Cherry Point and JAX....are we to assume there will only be one run per day and if there are additional runs how do we charge for that?

Answer. The "rate per day" will be the daily cost the Government will pay the contractor to satisfy all pickup and delivery requirements on a given day regardless of the types of equipment used. This could include many pickup and delivery points, but only "per day" rate is required, as each run will not be billed separately.